

## Pennsylvania Railroad

COURsing the picturesque valleys of the Susquehanna and Allegheny, through the broad fertile fields of the western section of the Empire State, the Pennsylvania Railroad joins hands with other great transportation systems entering the Queen City of the Lakes.

The Pennsylvania owns and operates nearly 12,000 miles of road and 28,000 miles of trackage, including double, quadruple and six-track lines and sidings. It operates in thirteen states and represents an investment of over two and one-third billion of dollars.

The Pennsylvania's equipment consists of approximately 7,700 locomotives; 8,200 passenger cars; 266,000 freight cars; thousands of stations and buildings, signals, interlocking plants, maintenance and construction shops and offices. The stockholders number 142,000 and, in the 81 years of the road's existence, it has never failed to yield a return to its army of stockholders.

At present there are in the neighborhood of 200,000 employees, grading from the unskilled to the executive officers, and the payroll will approximate \$1,000,000 a day.

The Pennsylvania is the only line out of Buffalo furnishing through passenger service to Harrisburg, Baltimore, Washington and the South. In addition to this service there are three daily trains to Philadelphia. At that point close connections are available to the many New Jersey coast resorts. Through day and night trains traverse the beautiful Allegheny Valley between Buffalo and Pittsburgh, making direct connections with the West and South.

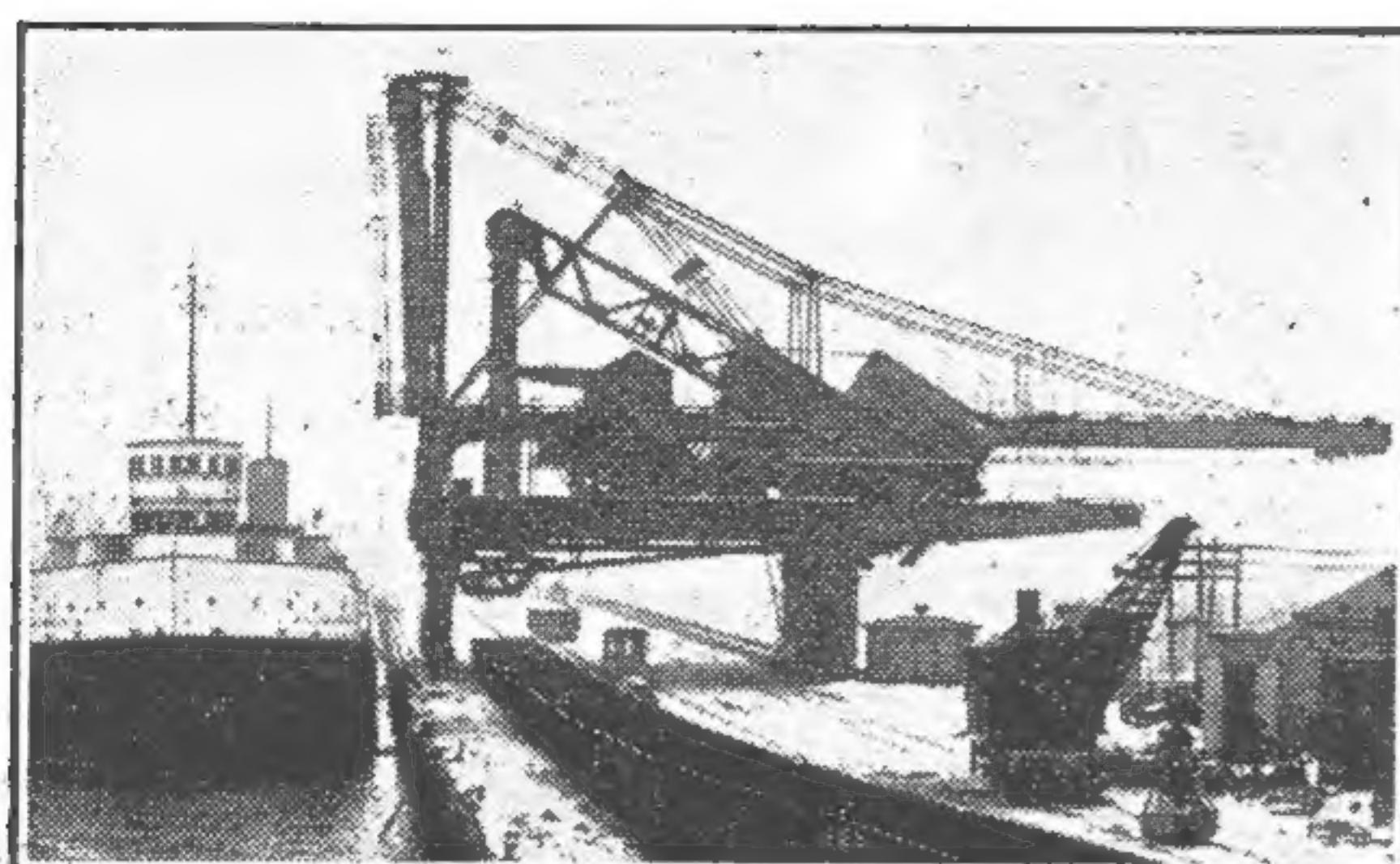
The local train service is well cared for between Buffalo, East Aurora, Arcade, Olean and Emporium, Pa., on the Buffalo Division and on the Allegheny Division between Buffalo, Corry, Titusville and Oil City.



General W. W. Atterbury  
President, Pennsylvania

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Ore Docks, Buffalo Harbor

Giant Hulett and two Brown electric unloaders at Pennsylvania Ore Dock, Union Canal, with unloading capacity of 8000 tons per hour.

being questioned by the American running between St. Louis and New York on a 24-hour schedule; the Liberty Limited between Chicago and Washington in less than nineteen hours; the Congressional Limited, with a four and two-thirds hours' run between Washington and New York; the Cincinnati Limited, plying between Cincinnati and New York on an 18-hour schedule, and the Red Arrow between Detroit, Toledo and the East.

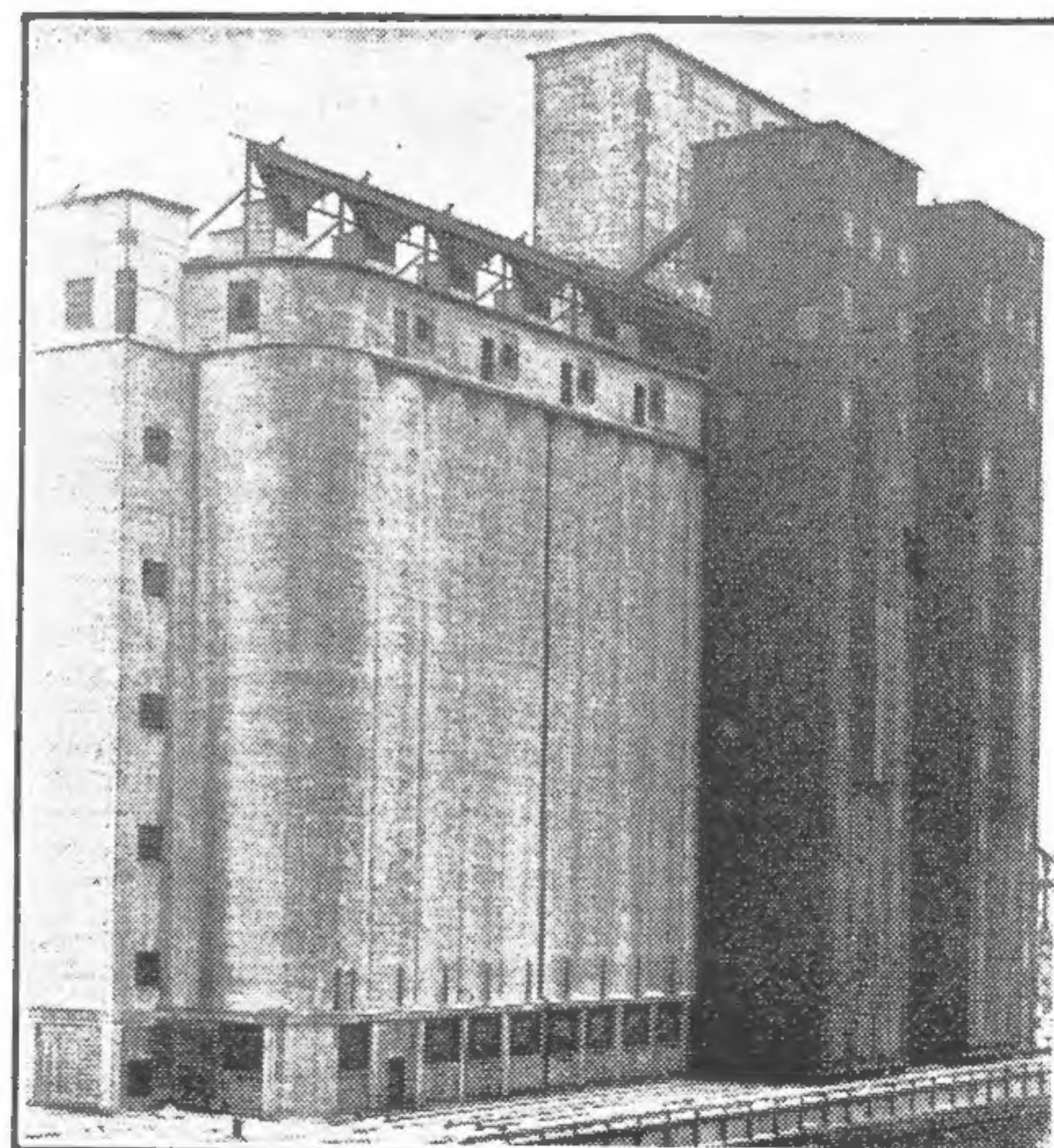
The Pennsylvania carries more passengers than any other railroad in the United States, approximating 140,000,000 yearly.

Recognizing the growing importance of the Queen City of the Lakes, the Pennsylvania never hesitates to appropriate vast sums of money for the growth and development of its terminal facilities, including additional trackage and increased facilities for yard operation.

Most notable among these improvements to date is the development of the 33 acres at Burrows Lot. Burrows Lot is located on the Hamburg Turnpike and along the Buffalo River. The installation of addi-

There are twenty-four passenger trains arriving and departing over the Pennsylvania at Buffalo daily. More than a thousand passengers are carried in and out of Buffalo each day over this line.

The Broadway Limited, the crack train of the Pennsylvania, is operated between New York and Chicago on a 20-hour schedule. This train is known as the queen of the fleet of fast trains, although its title is



Connecting Terminal Elevator

Owned by Pennsylvania and located on Blackwell Canal, Buffalo Harbor. This elevator, of modern concrete construction, has capacity of million bushels. Leased and operated by Lake Elevator Corporation.

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tional tracks and yard facilities at this point was followed by the building of elevators on a larger scale by private interests.

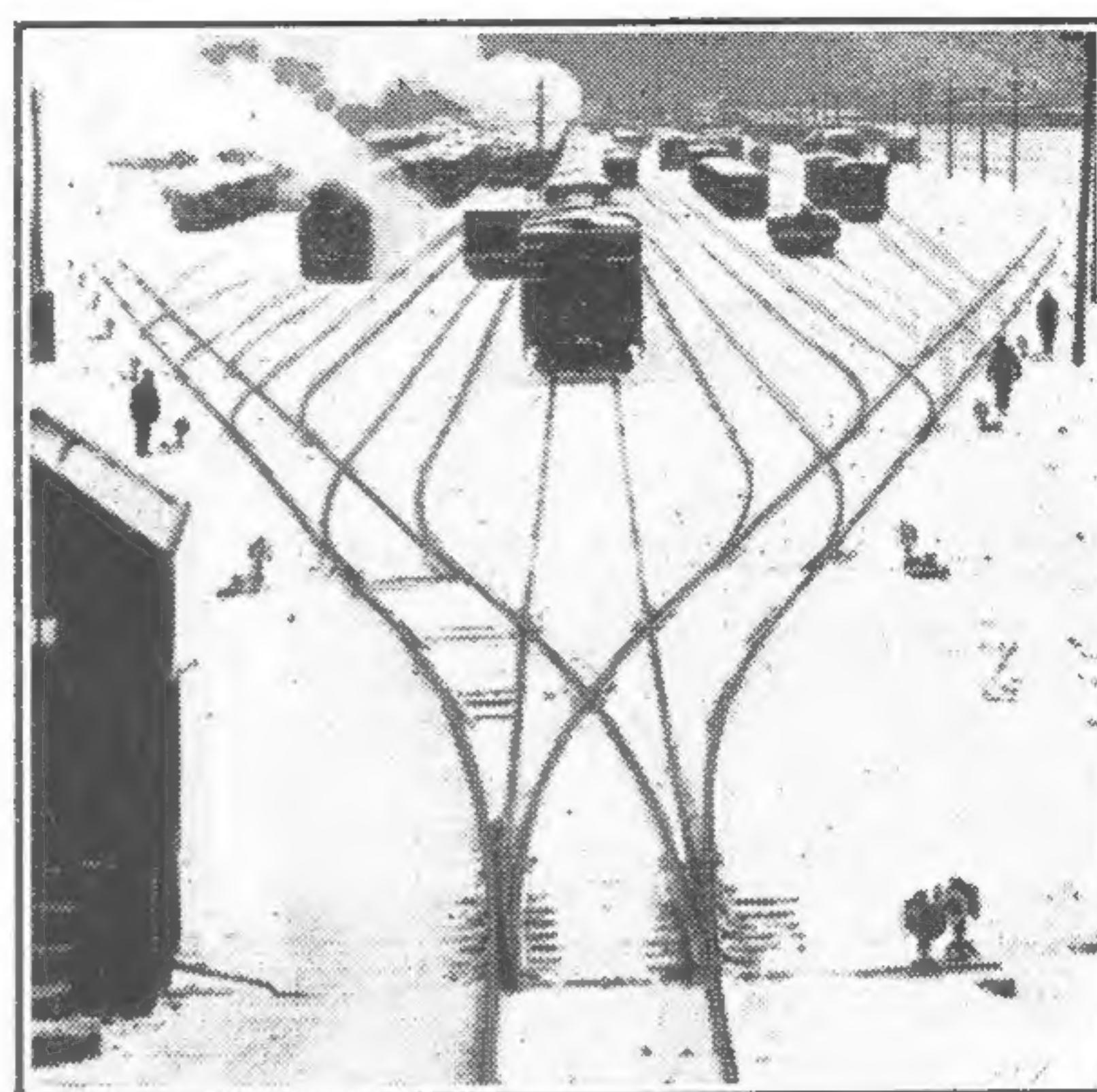
The Pennsylvania now serves exclusively the following industries located on this island: Marine Elevator, capacity 2,500,000 bushels; Electric Elevator, capacity 2,000,000 bushels; American Elevator, capacity 2,225,000 bushels; Dellwood Elevator, capacity 1,600,000 bushels; Grain Storage and Flour Mill, with a capacity for producing 5,000 barrels of flour daily; Kelly Island Lime and Transport Company; Archer, Daniels, Midland Company; Francis Perrott Malting Company; Russell Miller Milling Company; Pierce & Stevens Chemical Company. The International Milling Company and Flour Mill, now under construction at this location, will have a capacity of 2,000,000 bushels.

The Pennsylvania has eight miles of trackage on the Island, exclusive of three miles of sidings into the various industries.

The Pennsylvania handled 10,684 cars of flour from this city the past year; also 14,569,804 bushels of grain from the lakes, requiring 7,951 cars, were forwarded over the Pennsylvania for local and export consumption.

The giant ore dock built by the Pennsylvania at the entrance to Buffalo Harbor is most impressive and its operations fascinating. It provides facilities of the utmost efficiency for handling freight from vessels to cars. There is a depth of 22 feet of water at the dock, and capacity for handling boats of any length. The dock is 1,000 feet long and 65 feet wide. There are 232 acres of land comprising the ore dock reservation, the property extending 3,600 feet in length by 1,200 feet in width. Of this tract, 55 per cent is used for dock and storage facilities, providing storage capacity in pit and field of over 700,000 tons, and track facilities with standing room for over 1,000 cars.

The company maintains at the dock, for the convenience of its patrons, a Hulett electric unloader. The capacity of the mammoth "clam shell" bucket is ten tons, and the unloading capacity 350 tons



**In Ebenezer Yards**

The "lead" into Pennsylvania's classification yards, showing 19 classification tracks with a capacity of 1400 cars.

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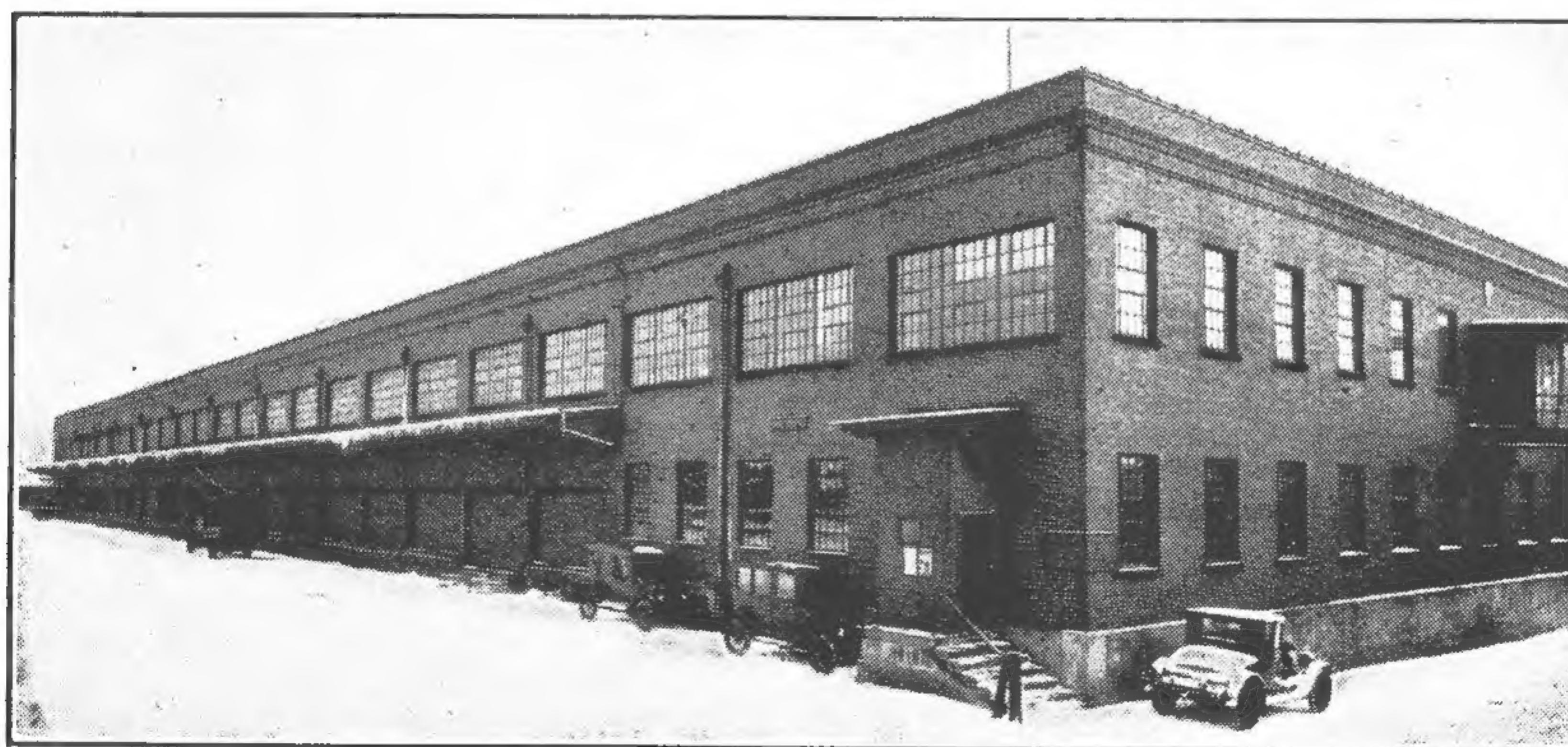
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per hour. There are also two Brown electric unloaders with five-ton "clams," capable of unloading 450 tons an hour. These giant unloaders have discharged from steamer to cars, during a year, over 1,600,000 tons of ore.

Near the Pennsylvania's ore dock the Great Lakes Portland Cement Corporation recently constructed a plant with a capacity and output of 7,000 barrels of cement daily. This plant was placed in operation in the spring of 1927.

The Connecting Terminal Elevator, owned by the Pennsylvania, is located on the Blackwell Canal, Buffalo Harbor. It is of modern concrete construction and is leased to and operated by one of the many elevator corporations doing business here. Two large warehouses owned and operated by the Pennsylvania for the interchange of freight traffic with the lake lines are also located at this point. During the past year 2,381 cars of flour from the lakes were forwarded from these warehouses in addition to the handling of an enormous package freight traffic.

The Pennsylvania's new and modern freight terminal at Louisiana and Seneca streets is one of the progressive high spots in the terminal facilities of this city. The office is equipped with a hallway extending the full length of the building, which affords patrons easy access to any of the various departments. There are two ample and commodious freight houses, one for the receiving and delivering of freight and the other for dispatching outbound freight. Both have covered platforms,

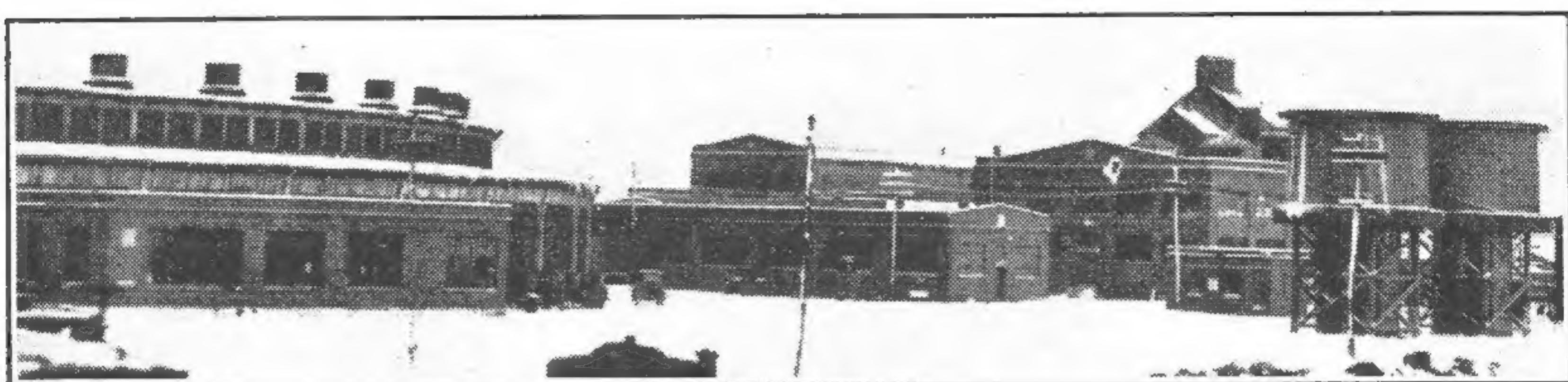


**Pennsylvania's New Freight Station**

Located at Louisiana and Seneca streets, this freight station is one of the best equipped in this section of the country.

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**Pennsylvania Shops at Ebenezer**

All locomotives coming into Buffalo district are inspected and reconditioned here.  
Left to right: Engine house, machine shop, store house.

making pick-up and delivery of freight convenient and quick in all kinds of weather. The house tracks have accommodation for the "spotting" of 127 cars.

The Pennsylvania specializes in handling package freight between eastern, western and southern points, maintaining an elaborate system for dispatching this traffic. Trains operate daily from the freight station, providing regular and dependable service. During the last year 288,222 cars of less-than-carload and carload freight were handled by this station, with a revenue of approximately \$10,000,000. This amount of business required the making of nearly a million freight delivery receipts and freight waybills.

Adjacent to the freight station are the Alabama street team track yards for the delivery of perishable and other carload commodities. The yard has trackage room for the placing of 185 cars, and storage room for 80 additional cars. During last year 3,539 cars of perishable freight were unloaded at this point. The facilities of the yard include a 40-ton electric crane, three tracks wide, under which eight cars of heavy freight can be lightered.

For the convenience of patrons in the outlying districts of the territory, team tracks for the delivery and receiving of freight are also provided at Fillmore avenue, Lackawanna avenue, New York avenue, and Michigan avenue.

The volume of freight traffic, as measured in net tons, handled by the Buffalo Division during 1926 was 1,442,725,352 net ton miles.

There are 2,070 persons employed by the Pennsylvania Railroad in the Buffalo district, with a payroll averaging \$3,800,000 annually.

Buffalo is an immensely important city to the Pennsylvania. It is the headquarters of the Northern Grand Division, whose destinies are

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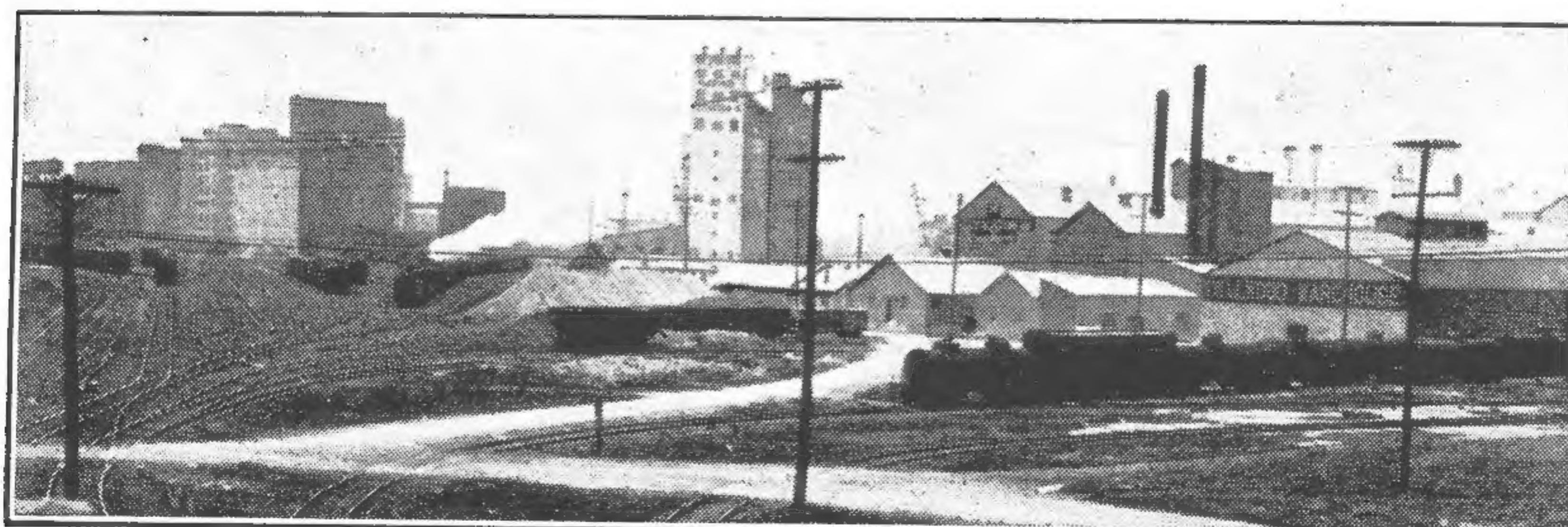
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directed by R. C. Morse, General Superintendent, with headquarters and offices in the Brisbane Building, where are also located Division Passenger Agent S. B. Newton and Division Freight Agent J. H. Cross and their forces. The Division Superintendent's offices are located at 314 Babcock Street. Robert Faries is Superintendent of the Buffalo Division.

The Pennsylvania operates large yards at Ebenezer for the classification of cars for Buffalo proper and connecting lines. This yard possesses a natural gravity "hump." There are no "fills," the incline having been provided by the original conformation of the surface. The receiving tracks, eight in number, have a capacity of 700 cars. In the classification yards are nineteen tracks having a capacity of 1,400 cars. The cripple yards, used for light repairs, have a standing room for 90 cars. During 1926 there were 253,351 cars shunted and classified over the "hump."

With the latest facilities in the freight terminals and classification yards of the Pennsylvania in and around Buffalo, shipments move more swiftly than at any time since the inauguration of rapid through freight service. First and second morning freight deliveries are now made possible to eastern points. Less than a decade ago third morning freight deliveries to eastern points were considered remarkable, yet today from 24 to 48 hours has been clipped from that time. These fast freights in and out of Buffalo are known as the Bison, the Blue Goose, the Flying Cloud, the Crackerjack, the Excelsior and the Purple Emperor.

During the past year 297,817 carloads of freight were received in the Buffalo district and 306,580 carloads forwarded. The principal incoming commodities were coal, iron and steel products, manufactured



**Yard Facilities at Burrows Lot**

Industries served exclusively on this island are, left to right: Electric Elevator; Russell Miller Milling Co.; American Elevator; Francis Perrott Malting Co.; Marine Elevator; Kelly Island Lime & Transport Co.; Dellwood Elevator.

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freight, perishable freight, forest products and brick and clay products. Shipments moving out of the city and over the lines of the Pennsylvania consisted principally of grain, flour, food stuff, perishable freight and manufactured freight.

Coal is one of the most important commodities moved over the Pennsylvania Railroad to Buffalo. Local requirements absorb a large tonnage, while a great volume also moves through the Buffalo gateway to Canadian points. The Pennsylvania carried into Buffalo during the month of December, last, 379,587 tons of coal.

The volume of export freight handled to and from Canadian points over the Pennsylvania necessitates direct freight train service from its tracks in Buffalo. Solid trains are moved to the Michigan Central Yards at Victoria, Ontario, and to the Canadian National Railway at Bridgeburg, Ontario. During the past year 55,000 cars arrived at Buffalo over the Pennsylvania for export to Canada and 30,000 carloads were imported for movement over the Pennsylvania.

The Pennsylvania maintains a large engine house at Ebenezer where all locomotives are inspected and reconditioned. The engine house is built on the arc of a circle, and consists of twenty stalls, each 105 feet in length. Entrance is effected over a turntable 110 feet long and operated by two electric motors, each of 25 horsepower, located at either end of the turntable. These are controlled from an operator's cab. Outside the engine house are nine tracks, 215 feet in length, radiating from the turntable to provide storing space for the locomotives. Additional facilities at this point consist of a machine shop for light repairs, a boiler washout room and a power house.

The power plant is divided into two compartments, one of which contains an Ingersoll-Sargeant steam driven air compressor with a capacity of 2,500 cubic feet of air per minute. This compressor supplies the air for the round house and shops and for the purpose of testing trains at the Winchester Yards. Steam is furnished by four locomotive boilers, re-designed with new flue sheets and larger tubes, and developing 600 horsepower.

A modern Roberts and Shaffer coal wharf for the coaling of locomotives is located near the engine house. It is of a mechanical type, having a capacity of 600 tons. The coal is unloaded into a double track hopper; a two and a half ton bucket hoist, electrically operated, elevates the coal 90 feet to the pockets. Engine sand is also supplied to the locomotives from a hopper built into the coaling wharf. An electric winch is used for moving cars from the coal pit and "spotting" at the

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coal wharf. The ash pits are of the water pit type, carrying double tracks 240 feet in length.

Within a two hours' ride of Buffalo is located at Olean the general repair shops, constituting a modern locomotive maintenance plant fully equipped to handle all class and heavy running repairs of all types of locomotives on the Northern Grand Division.

Passenger casualties are a rare thing on the Pennsylvania, for every employee is trained in safety principles from the first day of his employment. Accidents to employees on the Buffalo Division of the road were reduced 61 per cent during the past year, due to organized safety work. The Pennsylvania annually expends millions of dollars to teach employees that accidents can be practically eliminated by constant care and precaution.

Highway crossing elimination and protection is being pushed forward by the Pennsylvania in the drive it is making for safety. Of the many improvements contemplated on the Buffalo Division, is the elimination of all grade crossings between Buffalo and East Aurora.

*(The editors are grateful to the Pennsylvania Railroad Company for the picture of the train used in the cover design on this booklet. It is a likeness of the Broadway Limited.)*

**Posted May 2024  
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Do not reprint for profit**

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—Peoples Trust Company*

BUFFALO, NEW YORK